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# Hongkong Daily Press.

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The Highest Possible Award.  
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Of Highest Quality, and having  
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The Only Award Chicago, 1893  
[91a]

No. 14,404 號肆零百肆千肆萬壹第 日壹十式月肆年十壹緒光 HONGKONG, SATURDAY, JUNE 4TH, 1904. 陸拜禮 號肆月陸年肆零百九千壹英港香. PRICE, \$3 PER MONTH.

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Hongkong, 14th August, 1903. [a3389]

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NEW PREMIER CYCLES. Best American  
Machines in the Market, always on hand and  
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MOTOR CYCLES, MAIL CARTS,  
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WATERS in the Far East on account  
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General Managers.

Hongkong, 11th May, 1904. [123]

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(1) Providing additional comforts in Hospital  
treating all sick and wounded from the War.  
(2) In aid of the families of Japanese killed  
in the War.  
It is proposed to close the above Fund on  
SATURDAY, 4th June, 1904, and intending  
Subscribers are therefore requested to kindly  
notify the undersigned on or before that date.  
J. R. M. SMITH,  
Hon. Treasurer.

Hongkong, 30th May, 1904. [1364]

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[3486]

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CARTRIDGES, 8, 10, 12, 16, and 20 BORE,  
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Hongkong, 1st May, 1904.

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Hongkong, 21st December, 1903. [a38]

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SHIRTS. COLLARS. TIES.  
STRAW HATS. PITH HELMETS.  
RAINCOATS AND WATERPROOFS.

**LANE, CRAWFORD & CO.**

Hongkong, 10th May, 1904. [34a3]

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ESTABLISHED IN LONDON IN 1815.

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Less old than the above.

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Hongkong, 29th April, 1904. [a383]

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AQUARIUS SPARKLING MINERAL TABLE WATER  
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Hongkong, 16th May, 1904. [a35]

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J. W. KEW,  
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Hongkong, 13th June, 1903. [3943]

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Hongkong, 17th October, 1899 [10]

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LEEDS." Finder please return same to the

Office of the Daily Press and receive reward.

Manila, P.I., 23rd May, 1904. [1357]

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AND

## CANTON

## HOTELS.

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**THE Round Trip from HONGKONG**

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[a1362]

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## HONGKONG HOTEL

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Elegantly Furnished Reading, Drawing

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Private Bar and Two Billiard Rooms for

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Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

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[a48]

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Manager.

THE

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Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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Hongkong, 10th June 1903. [a1082]

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Excellent Cuisine and Wines.

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Special Rates for Tourists.</



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**NOTICE TO CORRESPONDENTS**  
On communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.  
Non-anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. P.O. Box, 33, Telephone No. 12.

## BIRTH.

On the 28th May, at 16, Wooding Road, the wife of George Rolfe, of a son (stillborn).

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4TH JUNE, 1904.

NEXT to, and usefully supplementing the ability of the Japanese leaders to keep their own counsel, is the skill that they have undoubtedly displayed in rapidly changing their plans to suit the changing necessities of the campaign. There seems to be little doubt that up to the 15th May, when the loss of the *Hatsue* compelled the Japanese commander to review his position, the main objective of the war had been the possession of Moukden and the basin of the Hun Ho, with the eventual object of isolating Vladivostok. According to this plan it would seem to have been considered unnecessary to make any active attack on Port Arthur, which apparently was to have been left to the eventualities of famine. As the Japanese at the time had complete command of the sea, this plan, although contrary to the fundamental principle of war which forbids the leaving of a powerful post of the enemy in the rear of an advancing army, had much to recommend it. The loss of the *Hatsue* and *Yoshino* very considerably altered the fighting capabilities of the fleet, and reduced to an impractical number the ships needed for any successful operation in the neighbourhood of Vladivostok. This apparently accounts for the slackening of the Japanese operations in the neighbourhood of the river Liao. Whatever lack of initiative the Russians may possess in the active carrying on of a war in an enemy's country, the conduct of the defence of Sebastopol proves their capacity in the equally important art of rapidly making good a damaged position, and quickly

throwing up formidable earthworks. The three eventful days succeeding the 27th September, 1854, were made such good use of by the beleaguered garrison of Sebastopol, that on the 30th the capture by assault of the fortress, a perfectly practicable feat on the first day, had become an absolute impossibility without regular siege operations. On the 17th October these hasty fortifications of the Russians, mainly, it is true, through the genius of Toulkarn, had been so far perfected that a regular attack assisted by a formidable train of siege artillery proved a fiasco, and for the entire of the succeeding winter was the aspect of affairs completely changed, and the besiegers had themselves to undergo the hardship of a siege. Apparently inspired by a new hope after the events of the 15th May the Russian garrison at Port Arthur had evidently followed, probably instinctively, the same tactics. The result was that when the attacking force reached the intrenchments at Kinchow on the 21st ultimo, they found the enemy had made formidable arrangements for the defence, that all the heights commanding the approaches were occupied in force, and the foot of the hills was still further protected by mines, wire fences, and barbed entanglements. Prior to the attack the Japanese had located some thirty pieces of artillery, of from 10 to 20 centimetres calibre, a large number of which were quick-firers, besides a number of smaller capacity, the number of which was unknown. It was evident, therefore, that a determined defence was intended, and that unless the Japanese were prepared for a formidable loss of life no attack could expect to be successful. It will thus be seen that on both sides the action was intended to be serious, and the Japanese evidently from their preparations fully comprehended this. It is well that this should be understood, as a French contemporary, which has undertaken the thankless office of Russian *claqueur général*, has described the part taken by the Russians as a simple demonstration! In view of the heavy loss incurred by the winning side it is well to enquire if the result warrants the expenditure of life, which the Japanese allow to have been about 3,500 of all ranks killed and wounded. To answer a question of this sort more must be taken into consideration on both sides. A famous general once remarked on a like occasion "One more such victory, and I am undone." Generals in modern times have been actuated by feelings of humanity to spare the lives of their troops even at the sacrifice of an immediate success, and more than one commander in modern times has been arraigned by military critics for having without just cause sacrificed his troops. On the other hand, there are cases when an apparently uncalculated-for sacrifice of life at the outset has in the end proved an economy. There are two causes of loss of life in an army on active service; as a rule disease is the cause of many more fatalities than the hostile acts of the enemy. A Commander is thus generally justified in bringing a war to a speedy issue, even at the immediate sacrifice of life, provided of course that the way is clear before him.

In like manner, to bring about an early or immediate victory military critics will look leniently on a heavy death roll. Another cause always held to exempt the general from blame is where the general tries successfully to produce a condition of disorganisation in the hostile force. Probably it is not necessary to apply any of the above palliating reasons in the case of Kinchow, which will remain on record as one of the bloodiest battles of the half century. The victory was probably bloody because neither of the commanders could help it; it was in fact one of the unfortunate effects of Russia's uncalculated encroachment in Asia, that she has hitherto been unable to put any check on it. Her armies have acquired so much *vis inertiae* in the mere mechanical process of advance that the first serious check could not fail of being serious. The late action was even more important; Russia and Japan were both on trial. Russia with her but semi-assimilated civilisation had matched herself against Japan, the latest claimant for admission into the select circles of the higher-toned nations; and considerable jealousy had been evinced by some of the others who might have been expected to know better. Russia had the advantage, of course, that her Tsars belonged to one of the high families, and it was vulgar to ask any questions as to the manner in which the establishment was conducted. Japan, on the other hand, not belonging to an old "country family," was all the more anxious to prove her respectability. To give away meant for Russia the loss of that prestige,

shady though it undoubtedly is, which has taken her two centuries of somewhat questionable effort to arrive at; for Japan it meant her extinction as a nation. It was plainly impossible for either to retire; for good or evil the fight had to be brought to an issue. It is not too much to say that Civilisation itself was concerned in the result. Had Russia won the day, it would not have been Russia's best qualities that would have gained, but those base propensities which have made the Muscovite empire a terror to humanity. What will be the ultimate effect of the fight at Kinchow, whether it imply the early fall of Port Arthur and the removal of one of the most potent causes of disorder in the Far East, or whether Russia be permitted for a little longer to continue in Asia her policy of aggression, the fight at Kinchow cannot but have the useful result of indicating to Europe how effectual a stand a determined people like the Japanese can make, even when opposed to a huge conglomeration of nations such as is Russia at the present day.

Yesterday's plague return contained six cases, all fatal.

Among the passengers who left by the *Catic* yesterday was Mrs. McWade, wife of Hon. R. M. McWade, U.S. Consul-General, Canton.

Under the auspices of the V.R.C. a swimming fête is to take place on the afternoon of the 11th, next Saturday, when there will be a two lengths' handicap, a boys' race, team race and a game of water polo against the Volunteers.

Frederic, of the "Famous Fricolities," gives the first of his two entertainments in the Theatre Royal this evening, and has prepared a programme which should attract a good house. Some local assistance has been secured for the farces, and an excellent evening's entertainment can be confidently anticipated. The land of H.M.S. *Cressy* will be in attendance.

It will be remembered that De Rougemont related as one of his most marvellous adventures in unknown Australia how he escaped from savages by riding off on the back of a turtle. To convince unbelievers of the practicability of his feat he has now arranged to appear on the back of a turtle in the Hippodrome, London. Unfortunately all efforts to secure a turtle large enough to carry him have been so far unsuccessful.

An amusing discussion took place in the House of Commons in committee on the vote for the maintenance of the buildings, members referring to its ventilation, the state of its dining-room, its kitchen, its smoking-rooms, and its habits generally. Mr. Galloway Weir, (whose visit to Hongkong will be remembered) said he believed that most of the microbes found in the atmosphere of the House were brought in on the boots of members. He suggested, amid laughter, that two Japanese girls should be brought over to remove outdoor footgear as members entered the precincts and replace their boots by slippers in accordance with the Japanese custom.

Mr. T. Empson, the advance agent of the Fanny Stanley Comic Opera and Dramatic Company, arrived here yesterday by the German mail steamer *Oldenburg*, and an announcement appears in our advertisement columns that this company of 25 artists will open a short season here on Wednesday next, the 8th inst. The Company is under the personal direction of Miss Fanny Stanley, an old Hongkong favourite; and according to the advertisement the company are reviving a good many popular pieces which have not been played in Hongkong for more than ten years. The Company has had a successful season in Shanghai and are expected here on Tuesday next.

Mr. P. W. Sergeant, who has been Editor of the *Daily Press* for the past four years, leaves for home to-day by the P. & O. mail steamer *Sinclair*. During his residence in Hongkong Mr. Sergeant has made many friends who will follow his future career at home with interest. It would perhaps be immaterial on our part to dilate on Mr. Sergeant's many excellent qualities, which all who know him have learnt to appreciate. As a parting token of esteem from the staff Mr. Sergeant accepted yesterday a handsomely carved set of ivory chessmen, and Mr. Hale, the manager, in making the presentation, wished him on behalf of the donors a pleasant voyage and a successful career at home. By his departure the local Chess Club loses its champion player and the local branch of the Institute of Journalists suffers the loss of its President.

The *L. and C. Express* understands that the details of the new recruiting and organising body formed to deal with all questions appertaining to the shipment and distribution of Chinese labourers for the Witwatersrand mines have now been arranged. The new organisation is to be known as the "Chamber of Mines Labour Importation Agency (Limited)." The capital of this Association has been fixed at £510,000, divided into 170,000 shares at £3 each, which amount has been chosen as it is intended to limit the liability of every member of the new agency, i.e., every Gold Mining Company on the Witwatersrand, to a contribution towards the organising fund of £3 per labourer necessary to complete the staff of the mine. It is only intended to demand a small first payment on the shares subscribed by the members of the Association.

One of the new Japanese battleships to be built in England has been insured against building, launching, and other risks, for £1,360,000, covering hull and machinery, armour and armament.

Eight young Chinamen, having learnt the German language, have been admitted into the German Army. They wear a special uniform designed at headquarters in Berlin.

Owing to the war, Russian tea merchants are now compelled to resume the practice of transporting tea to Russia by the overland caravan route, which for the past dozen and more years has been in a great part abandoned in favour of the sea route via the Suez Canal.

The Kaiser is reported to have declared recently that in his opinion boys ought to begin modern languages, including Russian, Chinese, and Japanese, in the elementary classes at the earliest possible age!

A Singapore contemporary notes the arrival there of the German steamer *Bianca* from Hamburg with a cargo of preserved fish for Nicolajevsk. She called at Tanjong Pagar and left for the North. It would be interesting to know, our contemporary remarks, if the Japanese will treat the *Bianca's* cargo as contraband of war, as she is taking foodstuff to a Russian port.

In the course of the debate in the House of Commons a month ago on the tea duty resolution and Mr. Lough's amendment for a reduction, several members opposed the duty as an oppressive burden on the poor. Sir H. Fowler drew attention to the silence of the supporters of the Government who represented working-class constituencies. The amendment was rejected by 239 to 202, majority 37, and the resolution was carried by 236 to 192, majority 44.

Owing to a recent paragraph in the *Echo de Chine* that certain Tonkin soldiers, stationed at Kwangchowwan, had been attacked by natives and slain, the local mandarins at once telegraphed to the Viceroy at Canton, asking for a confirmation of the news. A reply was received from His Excellency stating that after careful investigation he had come to the conclusion that there was not the slightest foundation for the report, says a correspondent of the *N.-C. Daily News*.

## TOTAL LOSS OF A STEAMER.

Lloyd's Agent, Bisorta, telegraphed to London from Tunis, a month ago, as follows:—"Steamer *Scaw Fell*, Cardiff for China, broken into three pieces off Tabarka; total loss. Six lives lost." The *Scaw Fell* is a steamer of 2,463 tons gross, owned by the Simpson Steamship Company (Limited).

## "HOIHAO" A TOTAL WRECK.

A telegram has been received in the Colony to the effect that the s.s. *Hoihao* is a total wreck. It is assumed that the wind shifted and at high tide the vessel floated off her bed of hard sand and went on the rocks. The vessel, it will be remembered, went badly ashore on the bank at Hainan Head about a fortnight ago. The *Hoihao* is an old steamer of 500 tons, plying on the Haiphong-Pakhoi. Hoihao-Hongkong run. She was built by Messrs. Hall, Russell & Co., of Aberdeen, in 1880, being now registered under the name of *Marty* & D'Abblade.

## NEW INDO-CHINA RIVER STEAMER

The Indo-China s.s. *Tuck Wo*, a new steamer built at Glasgow for the Yangtze River trade, left Hongkong for Shanghai yesterday. She is a typical river steamer, with three decks, fitted with passenger accommodation—European and Chinese—and electric light. On her trial she accomplished 13½ knots, the average being about 12 knots. The engines act from four direct cranks, balanced on the Yarrow Schlick Twelve system. Her boilers are capable of working at a pressure of 180 lbs. to the square inch. The principal dimensions are:—length overall, 312 feet; breadth, moulded, 46 feet; over all 57 feet 6 inches; depth 14 feet 6 inches; from the top deck 31 feet 9 inches. Her capacity on the twelve feet measurement is 1,900 tons, while her net tonnage is 2,355 and gross 3,850. She will be the largest river steamer on the Yangtze.

## UNIQUE SHIP AT HONGKONG.

It may not be generally known that German steamer *Bianca*, now at Hongkong, is a resale fitted up for a new and very unique venture. She is intended to go salmon fishing on the Amur River, Siberia, freezing the fish by means of refrigerators and taking it thus to Europe. On account of the war the vessel is afraid to proceed north, so is now waiting at this port for orders.

## THE ALLEGED MURDER AT SHATAUKOK.

Sir Hiram Shaw Wilkinson, Chief Justice at Shanghai, will leave there on circuit to-day by the N.D.L. s.s. *Sachsen*, which is due to arrive in Hongkong about the 7th inst., and at Canton his Lordship will try the case of one Abdul Tahlak, accused of the murder of one Mohammed Gamel at Shataukok, in Chinese Territory. Mr. Francis Ellis, solicitor, Shanghai, has been retained for the defence, and Hon. H.E. Pollock, K.C., barrister-at-law, will conduct the prosecution for the Crown, having been deputed to do so by Mr. W. A. C. Platt, Crown Advocate, Shanghai. The trial is expected to take place on Thursday next.

## TELEGRAMS.

[FROM OUR CORRESPONDENT.]

## ENGLAND AND CONSCRIPTION.

LONDON, 2nd June.

The Government disavours the recommendation of the Royal Commission that a conscript home defence force should be created.

## THE EASTERN MAIL.

LONDON, 2nd June.

The contract for the conveyance of mails to the East, has been signed [with the P. & O. Company?] for three years. It provides for an acceleration of the service by twenty-four hours.

[REUTER'S SERVICE.]

## ASSAULT ON COUNT LAMSDORFF.

LONDON, 1st June.

Prince Dolgoruki violently assaulted Count Lamsdorff while walking in the streets of St. Petersburg; the Prince was arrested. Prince Dolgoruki, who is a Pan-Slavian, is strongly opposed to Count Lamsdorff's pacific policy and is believed to be insane.

## THE ANGLO-FRENCH AGREEMENT.

LONDON, 1st June.

The Bill ratifying the Anglo-French Agreement has passed the second reading in the House of Commons, unanimously.

## OBITUARY.

LONDON, 1st June.

The death is announced of General Ivanoff, Governor-General of Turkestan.

## THE DERBY.

LONDON, 1st June.

The race for the Derby was run in a thunderstorm.

## EASTERN EXTENSION TELEGRAPH COMPANY.

Sir John Wolfe Barry presided at the 61st half-yearly general meeting of the Eastern Extension, Australasia, and China Telegraph Company (Ltd.), at River Plate House, Finsbury Pavement.

The CHAIRMAN stated that the revenue for the half year to December 31 last was £265,250. The receipts for messages showed a net decrease for the six months of £20,850, as compared with those of the same period of 1902. This was a lower figure of diminution than was estimated by the Company, and might, under all the circumstances, be considered as a not unsatisfactory result of their working under all the conditions now existent. The decrease was spread over a large number of different traffics. Practically, all the American traffic exchanged with Australasia, China, Japan, and the Philippines, had been diverted to the new Pacific cables. A proportion of the traffic between Australasia and Great Britain had also been diverted to the Government Pacific competing line, but he was glad to say that the actual loss of revenue from the competition of both the British Government and the Commercial Pacific Cables had been less than they anticipated. The reduction in tariffs with China, Japan, and the Philippines, which was the necessary outcome of the Commercial Pacific Cable, came into operation on July 15, 1903, but an increase of traffic had taken place which had considerably lessened their estimated loss from this cause. Considerable increases had taken place in their through traffic with the Straits Settlements and the Dutch Indies, and in the number of messages exchanged between India and China, Japan, and the Straits Settlements. With reference to the increase of £29,550 in the working expenses, about £11,000 of it was due to increased station expenses, principally in Australia and China—in the former case owing to the larger staff required at all the stations in the Colonies in connection with the competition which had been actively carried on by the boycotted British Pacific cable. The net profit for the half-year was £105,844. They recommended a further dividend of 2s. 6d. a share and a bonus of 4s. a share, making 7 per cent. for the year 1903, and they carried forward £41,890 as against £71,036 brought forward. Since the closing of the half-year hostilities between Russia and Japan had broken out, resulting in a large increase, not only to the Government and Press, but also to the ordinary traffic with China and Japan. In consequence of the scaling by the Russian authorities of the Vladivostok ends of the cables connecting Japan with the Russian land line system, the bulk of the Japanese traffic was for a time forwarded by the Southern route. This extra war traffic threw a considerable amount of additional work on the Company's staff. The Great Northern Telegraph Company had, however, since obtained a connection with the Russian land line system at Kiachta through which a considerable amount of traffic was passing. He concluded by proposing the adoption of the report and accounts, and the payment of the dividend and bonus recommended.

The Marquess of TWEDDALE seconded the motion, which was carried unanimously.

## THE WAR

[FROM OUR OWN CORRESPONDENT.]

## RUSSIA PESSIMISTIC.

LONDON, 2nd June.

Recent events in the arena of the war have created a very pessimistic feeling in Russia. Upwards of 1,360 arrests have been made in Russia for political offences.

## THE RUSSIAN POSITION IN MANCHURIA.

LONDON, June 3.

The Tsar's Council of War favours Viceroy Alexieff's advice that an effort be made to relieve Port Arthur.

General Kuropatkin wants his force to be increased to 400,000 men.

The Russians have completed eleven fortresses and are laying mines in the river at Liaoyang.

General Stalkenberg with a force of 14,000 men is marching in the direction of Wafangtun.

Large forces of Hunhuses are preparing to cut the railway north of Mukden.

[REUTER'S SERVICE.]

## FIGHTING IN THE LIAOTUNG PENINSULA.

LONDON, 1st June.

General Kuropatkin reports: Our Cavalry on the 30th ultimo numbered 8 companies, 8 squadrons, and four guns approaching Wa Feng Ke, 80 miles north of Port Arthur. One squadron of the enemy's was almost completely annihilated. The enemy's left was then assailed by the infantry, which had to retire under a heavy fire from the machine guns. Our batteries checked and inflicted considerable loss on the infantry, attempting a flanking movement. Our losses are not yet ascertained definitely, but it is known that 20 men are wounded and 25 horses lost.

## THE BATTLE ON THE YALU.

KUROPATKIN'S FULL REPORT.

General Kuropatkin sent the following telegram to the Tsar, dated May 3rd:—According to the report of General Sassulitch, dated May 3rd, on the night of May 1st at Turen-chen, (Chiliucheng) the battle was fought in the following circumstances:—

The 12th and 22nd Regiments and the 2nd and 3rd Batteries of the 6th Brigade of Artillery were the troops engaged. The battle began with heavy cannonading on our right flank by siege guns at Wju and field batteries on the islands. After a full hour the firing was resumed with extraordinary violence against the left flank of our main position at Turen-chen and our position at Potentytsi. A fusillade was also begun by small parties of Japanese across the River Ai-ho.

The situation of the defenders of the positions became more difficult, especially at Potentytsi, which was bombarded on the front and both flanks. Thirty Japanese guns were pitted against our battery at Potentytsi, which, after having silenced the enemy's mountain battery, directed its fire on the Japanese infantry and sustained few losses, so long as it was not obliged to take up another position owing to the withdrawal of our infantry from the bank.

The Japanese under our fire made continual attacks with fresh troops, but without having recourse to the bayonet. Japanese bodies lay in heaps at the foot of the river.

Simultaneously with the attack at Potentytsi an attack was being made on the left flank at Turen-chen, and the Russian trenches had to be abandoned under the enfilading fire of the Japanese. Our reserves several times mingled with the first line, thus enabling it for a long time to maintain its position. Finally all the supports were brought up into the firing line, but, owing to their great distance from the main reserves, it was impossible for them to reach the advanced forces in time. Our men retired from the principal position to another position in the rear of Turen-chen, followed by the concentrated fire of the Japanese, who could not make up their minds to come down from the crest which they occupied, and to face the fire of our batteries and Poulomets. They dug fresh trenches, and opened a heavy artillery fire on our new positions, and began to turn our left flank towards Behingou.

Two battalions of the 11th Regiment and the 3rd Battery of the 3rd Brigade of Artillery, belonging to the main reserve, were ordered to Lao-fan-hou. They occupied a position with a double firing line, thus permitting our advanced line, which had suffered heavily, and our wounded, to retire.

The battalions of the 11th Regiment, both flanks of which were turned by the enemy, several times advanced with fixed bayonets, and



receded up the river, to clear a passage. The Japanese, however, declined a hand-to-hand conflict, and in front of the regiment was a machine gun. It was only by advancing on the Japanese with the bayonet that the 11th Regiment was able to extricate itself. On the arrival of a battalion of the 10th Regiment the troops were able to beat a retreat.

The 11th and 12th Regiments, very great, and are not yet exactly known. The 11th Regiment killed including Colonel Laming and Lieut-Colonel Domestad. The 12th Regiment lost a company commander killed or wounded.

The 11th and 12th Regiments, having the greater number of their men and guns, could not bring away their guns, and abandoned them after rendering them useless. For the same reason the six guns of the 13th Battery and eight pounders could not be brought away, and they were also disabled. The untimely nature of the country rendered it impossible to save the guns by means of drappes.

Up to the present 800 wounded, including foreign officers, have been brought into the hospital at Fengwangcheng. Their eventual transport elsewhere is fully assured.

A Japanese cavalry appeared to the south-east of Fengwangcheng, but seeing two companies with two guns opposed to it, did not venture to approach.

The transport of the wounded by hired boats to Fengwangcheng was very difficult. Two wheeled carts, and horses lent by the enemy, were also utilized for bringing in the wounded. Most of these, however, arrived on foot, assisted by their comrades, and reached Fengwangcheng within twenty-four hours.

General Sussulitch declares that the troops raised their morale, notwithstanding their heavy losses, and are ready for fresh engagements.

The Japanese losses were very heavy at the passage of the Aho, at their position at Turen, and on the hill occupied by the two battalions of the 11th Regiment. According to statements of men who took part in the battle, at least three to four thousand were killed.

GENERAL KASHTALINSKY'S REPORT. General Kashtalinsky reported:—

I consider it my duty to report the painful and glorious circumstances of the fight sustained by the troops under my orders against superior Japanese forces on May 1st at Tarontchen (chin-jin-cheng).

On the morning of April 30th the Japanese had already turned my left flank, which had the evening before occupied the heights of Khoson. It was on this account that I ordered the battalions of the 22nd Regiment, which had occupied Khoson, to retire across the line on the position of Poliotinty.

On the morning of the same day an extraordinarily violent and prolonged bombardment of the whole position of Turenchen was begun from Wiju. It was anticipated that the Japanese, after the bombardment, in which more than 2,000 shells were fired, would take the offensive.

On the night of May 1st I received from General Sussulitch orders to accept battle by remaining on my former position. On the left flank of my position the forces of Poliotinty were defended by two battalions of the 22nd Regiment and the 3rd battery of the Sixth Brigade.

The Japanese took the offensive at five o'clock in the morning, sending towards the river of the Iho River at least one division of infantry, which, advancing in column, sustained enormous losses, but crossed the river and attacked. The position was cannonaded in flank by thirty-six field guns and by siege batteries.

The 12th Regiment, covered by the fire of the brigade, and by a company of machine guns, which, by a terrible fire, arrested the advance of the Japanese, advanced and occupied the position.

Towards noon I ascertained that the Japanese had routed a battalion of the 22nd Regiment, posted at Chin-gou, and were turning my left flank. At one o'clock in the afternoon my left flank was reinforced by two battalions of the 11th Regiment and a battery commanded by Lieut-Colonel Mouravsky, who were sent from the reserve by General Sussulitch, with orders to hold their ground until the departure of the 14th and 10th Regiments from Shakedza.

I ordered the 11th Regiment to occupy a commanding position in the rear from which they could fire on the enemy from two sides.

I held Lieut-Colonel Mouravsky's battery in reserve, and ordered the 12th Regiment, the 3rd Battery, and the quickfiring guns to retire under cover of the 11th Regiment. My Chief of Staff led the rearguard to its position.

At one o'clock the Japanese approached so close to the position held by the 11th Regiment that the 3rd Battery could not pass along under a cross fire, and taking up a short distance from the Japanese, remained there until the end of the fight, losing its commander, Lieut-Colonel Mouravsky.

A company with quickfiring guns was brought up from the rearguard. The officer commanding this force, seeing the difficult situation of Colonel Mouravsky's battery, took up a position on his own initiative. He lost half his men and all his horses, and attempted to bring away his guns by hand and take them under shelter of the hills under a cross fire. The quickfiring guns discharged about 35,000 bullets. The 12th Regiment cut its way through and saved its colours. The 2nd Battery of the Sixth Brigade, having attempted to rejoin the reserve by another route, could not ascend the mountain slopes with only half its horses, and returning to its original position, received the Japanese attack.

The 11th Regiment, which held its ground for two hours more with heavy losses, forced a passage at the point of the bayonet and crossed the ravines with its colours.

It lost its colonel commandant, forty officers, and about 2,000 non-commissioned officers and men.

The Japanese losses must have been enormous.

The Russians retired in good order on Fengwangcheng. The men of the 3rd Division maintained their excellent morale, and more than 700 wounded proceeded with their regiments to Fengwangcheng.

## WAR NOTES.

### FEELING ON THE CHINESE FRONTIER.

The Chinese Minister in Paris has denied, according to the *Triples*, that any popular movement was imminent in China, and said that the Chinese Government was well able to guard the frontier and to maintain order in the interior.

### SCOTTISH WAR-DOGS FOR RUSSIA.

A London paper announces that Major Hawthorne Richardson, Carnoustie, Scotland, the well-known trainer of unbalance dogs, received on Saturday from St. Petersburg, by command of the Tsar, an order for the supply of a considerable number of his valuable dogs for use at the seat of war. These animals, which are chiefly of the crossbred collie and man-hunting bloodhound type, are to be instantly despatched to Manchuria and the Far East. Major Richardson, who has devoted many years to the training of dogs for official purposes, is the only recognised breeder and trainer of war-dogs in Britain.

### JAPAN'S FIRST SUBMARINE.

A New York telegram says that a month ago the submarine boat *Protektor*, designed by Captain Lake and built at Bridgeport, was sold to Japan according to a despatch from Bridgeport, Connecticut. She is a twin-screw cigar-shaped vessel, and is fitted with a diving compartment for cutting cables and lowering mines. She differs from most submarines in that she can run on wheels on the bottom, being, in fact, a kind of submarine motor-car as well as a submarine boat. She carries three Whitehead torpedoes, and is propelled by gasoline engines on the surface and by storage batteries under water. Her displacement is 170 tons submerged, and her speed eleven knots.

### A BREACH OF NEUTRALITY.

A Northern despatch reports the arrest by one of General Ma's officers, at Shunshikwan, of a native who was discovered trying to smuggle out of the Great Wall no less than 31,000 torpedoes. The prisoner confessed himself to be a discharged mafao of General Chu and that he had been tempted by a heavy bribe to deliver the torpedoes, or electrical mine, fuses, to Russian agents in the vicinity of the Liao river. During the investigation it also transpired that these fuses had been stolen from the Chinese Torpedo Department, belonging to the Peiyang Administration, thereby implicating several persons connected with that department. The fuses were, of course, confiscated, and a further investigation has been ordered by the Chinese military authorities into the charges made by the ex-mafao in question. — *N. C. Daily News*.

### JAPAN'S WAR EXPENSES.

A Tokyo despatch gives the following as the statement of the finance authorities:—The estimated war disbursements from the commencement up to the end of the present fiscal year amount to 410,000,000 yen, which sum is to be raised by temporary loans or the issue of bonds. Of this sum, 200,000,000 yen has already been raised by the first issue of the Domestic Bonds and the loans contracted in England and America. Of the remaining 210,000,000 yen, 100,000,000 yen will be derived from the second issue of Domestic Bonds just announced. The term of redemption of these bonds has been prolonged by two years beyond that of the first issue, making seven years. As already stated, the price of the new issue has been fixed at 92 yen, three yen below the figure for the first issue, a concession stated to be made in consideration of the prolongation of the term of redemption and also of the economic conditions now prevailing. It is added that the field of campaign as the result of the successive victories of Japan has now greatly extended, large forces of troops being sent out in quick succession, with a consequent rapid increase in the disbursement. It is not expected, however, that the money market will be much affected by the issue of the new loan, as ample time is given for the payment of the calls, but it is natural that the market should be affected in some degree as the war expenditure increases. Both opposing armies are now on the field of Manchuria, and it is expected the campaign will reach a climax shortly, but it must be remembered that the end of the war is still far off. The nation is urged to subscribe to the bonds without hesitation and so help to final success in the war. The result of the first issue of domestic bonds was quite successful, more than double the amount being applied for, while almost the whole amount was taken up by those subscribers who applied for 200 yen or less. It is expected, concludes the despatch, that the second issue will be similarly successful.

### DEARTH OF COOLIES AT HONGKONG.

Owing to the death of coolies at Hongkong the *s.s. Tidal* is about to leave for Taku, where it is hoped she will be able to pick up her complement of coolies for the Rand.

The *s.s. Swanley*, also, has gone north to lift up. The *Treacdale* was the first vessel to leave with coolies, and after the *Tidal*, the *Courtfield* leaves.

## THE STATUS OF BONDS.

### IMPORTANT ACTION TO RECOVER CANCELLED BONDS.

A very important action is in progress in the Tokyo Courts which is likely, the *Kobe Chronicle* says, to materially affect the standing of Japanese bonds, not only in Japan but abroad. The suit in question is being brought in the name of Baron Sone, the Minister of Finance, who seeks to recover from the Chartered Bank ten bonds, of the face value each of 5,000 yen, which it is alleged were stolen from the Department of Finance. It appears from the facts which have already been disclosed that these bonds are part of the series of cancelled bonds stolen by an employee of the Finance Department about a year ago and hypothesized in various ways. The bonds were originally issued in 1898, but three years later were exchanged for bonds of different denomination. Instead of those returned to the Treasury being destroyed or cancelled in some way to show that they had been cancelled, the bonds appear to have been retained in the Finance Department untouched for some months, and it was apparently the ease with which the theft could be committed that led to the fraud. A man named Ikeno, who was merely a subordinate official, had access to the bonds, and in June 1902 he stole some forty of the documents and handed them over to a man named Hishiyu, who raised money by hypothesizing them to various banks and companies. As indicating that there was nothing on the documents to differentiate them from other bonds, it appears that besides the Chartered Bank several Japanese banks accepted them unhesitatingly and advanced money upon them. These being the Naniwa Bank, the Sumitomo Bank, and the Third Bank. None of the banks or companies seem to have had their suspicions aroused until the *Official Gazette* of the 18th July, 1903, announced the theft of a number of the cancelled bonds from the Treasury, and ordered that the persons holding the bonds of which numbers were given should duly report the fact to the authorities.

The claim now made by the Minister of Finance is that these bonds, alleged to be cancelled but showing no sign of any cancellation, should be surrendered to the Treasury without compensation. Possibly the object of the Minister of Finance is merely to get a ruling of the Court upon the question of responsibility. Our readers will be aware that according to English law, while a title to goods in general cannot be conferred by mere delivery when evidence is produced that such goods were fraudulently acquired, an exception is made in the case of negotiable instruments like Government bonds, the object being to maintain the public credit and facilitate the medium of exchange. In that case the holders of these bonds, who came by them in a perfectly legitimate way, would be safe against attack, but it is very difficult to say what exactly the law in Japan is in this matter.

The total value of the bonds stolen amounts to more than 200,000 yen, but, large as this sum is, it is as nothing compared with the injury that Japan will suffer if the public at home or abroad becomes suspicious of the genuineness of her securities on the market, while there is also the danger of a shock to the public credit if Japanese bonds should for such a reason cease to have value as negotiable securities.

### FIGHTING IN SOMALILAND.

The fighting near Illig, the Mullah's stronghold on the coast of Italian Somaliland, which took place on April 21st, was (says an Aden telegram) of a severe character, the enemy making a determined resistance to the British.

The Italians took no part in the affair. At 3 a.m. the cruisers *Hyacinth*, *Fer*, and *Mohawk* landed 700 bluejackets and marines, and 125 men of the Hampshire Regiment, the troops being commanded by Major Jackson. The whole force under Rear-Admiral Atkinson-Willes marched a few miles inland and found the Mullah's flag flying and hundreds of armed Dervishes in caves. A hot action ensued, resulting in the enemy losing 125 killed and several wounded. H.M.S. *Fer* bombarded Illig fort and subsequently blew it up. The British loss was three men killed and six wounded.

A steamer which arrived at Shanghai on the 26th ultimo from Hankow reported passing the British men-of-war *Alicia*, *Glory*, *Ocean*, *Leviathan*, and *Amphitrite* on the Langshan Crossing, bound up river.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play at the Hongkong Hotel this (Saturday) evening from 8 to 9.30 p.m. Programme:—

March. "The Stars and Stripes for Ever" Sousa Overture. "Ruy Blas" Mendelssohn Selection. "Kitty Grey" Monckton Polonaise. "The Bohemian Girl" Chopin Selection. "España" Balfe Waltz. "Hawatha" Waldteufel Two-Step. "God Save the King."

MENU. Hors D'Oeuvre. Sardines on Toast. Potage Velours. Grilled Salmon à la Meunière. Stewed Turtle. Veal Steaks and Green Peas. Patties à la Toulouse. Roast Lamb and Mint Sauce and Cucumbers Salad. Caramel Pudding. Vanilla Ice Cream. Topsy Cake. Peach Tart. Coffee. Fruits.

## POLICE COURT.

Friday, 3rd June.  
Before Mr. J. H. KEMP (SECOND POLICE MAGISTRATE).

### BLUEJACKETS IN TROUBLE.

A bluejacket, named Cobb, was charged with stealing two garments from a Japanese prostitute residing at Ship Street. He was convicted of stealing one garment and bound over to keep the peace for six months.

Another sailor was fined \$5 for being drunk and disorderly.

### ALLEGED ASSAULT.

A Chinese woman with bound feet was charged with assaulting a servant. Mr. Tse, solicitor, appeared for the defence. As the servant, who bore marks on her face, said she had fallen down and not been assaulted, the case was dismissed.

### NO NOTICE.

A house-boy was fined \$1 for leaving the service of Mr. John Lee without notice. The wages due to him were forfeited.

### ROGUES AND VAGABONDS.

The police authorities are strenuously exerting themselves to reduce the number of native vagabonds in the Colony. Nineteen men were yesterday sentenced to various terms of imprisonment ranging from one to six weeks.

### BURNING THE HILLSIDE.

A man was charged with setting fire to the hillside at Taitan-tak. He pleaded not guilty. The case was remanded.

### ALLEGED KIDNAPING.

An alleged kidnapping case came before His Worship. The story of the prosecution was that on the 14th of April Lam Tai, the defendant, an old woman, deceived a young married woman, her grand-daughter-in-law, from Pokfulam Road, Hongkong: the young woman's husband being away from home at the time. The old woman said she would take her to see the procession at Canton. On arriving at the city they went up river to a boarding house and had some rice. The rice, apparently, sent the young woman into a deep sleep, and on waking up she found herself in a brothel where they wanted her to be a prostitute. She protested vigorously, but after receiving one or two beatings gave way. Some time later a young Chinaman from Hongkong visited the brothel, when the deceived woman asked him to write to her brother at Hongkong. The brother, who resides at Queen's Road West, on hearing of the fate of his sister promptly went to see his mother. The two of them went to Canton, where they were informed that the young woman had been sold into prostitution; they had to pay a ransom of \$175. This was on the 27th ult.; they arrived back at Hongkong on the 31st ult. The case not being proved to His Worship's satisfaction he discharged the defendant.

### A SCHOOL COMPANION.

On the 20th ult. a man named Yan Yan Fuk, of No. 41, High Street, a contractor's son, went to see one of his school chums, Li Tsang, also the son of a contractor residing at No. 23 Third Street. His friend being out, he asked the fook for a loan of the bicycle, as he wanted to go for a spin. After several days Li reported at No. 7 Police Station that his friend had not returned. On making enquiries it was found that the machine had been sold for \$8 at No. 42 Queen's Road East. Defendant was sentenced to two months' hard labour.

The same defendant also paid a visit to another school chum residing at No. 69 Third Street. Although he lived in the next street he had not seen him for a long time, so he stayed with him a couple of days. On the night of the 29th ult. Yan cleared out by moonlight with all the long-coats he could lay hands on. For this offence he was awarded one month's hard labour.

### DISOBEYED A BANISHMENT ORDER.

Detective-Sergeant No. 137 charged Lam Cho Sang with returning to the Colony within a fortnight after he had been banished for five years. Lam was on his way from Canton to Fokien, but will now be detained in Hongkong gaol for 12 months.

### CHURCH SERVICES.

S. JOHN'S CATHEDRAL.  
5th June, 1st Sunday after Trinity.  
Holy Communion (7.30 a.m.)  
Matins (11.0 a.m.)  
Responses, Psalms; Venite, Stanley; Psalms, Barnby, Goss, & Foster; To Deum, Hayes, Russell and Stainer; Benedicite, Wesley in G; Anthem, "Beloved, let us love one another," Cobb.

Holy Communion (12 noon).  
Kyrie, Calkin in D; Hymns, 166 and 192. Evensong (5.45 p.m.)  
Responses, Ferial; Psalms, Macfarren, Hopkins and Macfarren; Magnificat, Turle in A; Nunc Dimittis, Holmoe in F; Hymns, 12, 164 and 27; Vesper Hymn—Vard (No. 2).

S. PETER'S CHURCH.  
Queen's Road West.  
First Sunday after Trinity.  
Matins (11 a.m.)  
Venite, Ouseley; To Deum, Gregory; Benedicite, Smart; Hymns, 291, 343, 395, and 346. Holy Communion, 12.15.  
Evensong (6.30 p.m.)  
Magnificat, Turle; Nunc, Jones; Hymns, 295, 331, 536, and 359.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6 p.m.), returning afterwards. The answering pennant is the call flag. All the settings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10—10.45 a.m.

GOSEPEL HALL.  
Amenal Street, Top Floor, off Queen's Road East.  
Meetings are held as follows:—Sunday—Acts 2, 42, 11 a.m.; Gospel Address, 6 p.m. Tuesday—Soldiers and Sailors' Bible Class 6 p.m. Thursday—General Bible Class, 6 p.m. Sunday—Prayer Meeting, at 6 p.m.

## KODAKS! KODAKS!! KODAKS!!!

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Hongkong, 10th March, 1904.

## SHIPPING NOTES.

### STEAMER MOVEMENTS.

The silk ex C.P.R. steamer *Athena* arrived in New York on Tuesday, the 31st ult.

The E. & A. steamer *Australian* arrived at Manila yesterday, and is due here on the 6th inst.

The P. M. steamer *Mongolia* left Kobo for this port via Nagasaki and Manila on the 1st inst.

### WEATHER.

The *s.s. Atholl*, which arrived from Moji in ballast yesterday, reports fine weather.

The *s.s. Capri* from Singapore reports fine weather.

The *s.s. Oldenburg* from Shanghai reports fine weather.

### MISCELLANEOUS.

The *Navigation Generale Italiana s.s. Capri* arrived from Bombay yesterday with 1,000 tons of general and 1,000 tons of cotton.

The *s.s. Princesse Marie* arrived from Antwerp yesterday with 2,500 tons of general.

### STARVING ON A SINKING SHIP.

An exciting story comes from Tutuila, Samoa, of the total loss of the British barque *Sappho* while on a voyage from Ship Island to Natal. The Uruguayan barque *Anna Begoual* fell in with the *Sappho* which was sinking, in lat. 39 S. long. 48 E. The distressed ship was found with her hold, cabins, and fore-cabin full of water. All the provisions had been destroyed by water, and the starving crew, exhausted with their unavailing efforts and lack of food, were lying helplessly on the deck. Owing to their pitiful condition, the work of rescue was difficult. They could do nothing to save themselves, each man having literally to be carried on to the *Anna Begoual*.

The *Sappho* was left with her decks awash, to founder, having been five months endeavouring to reach her destination.

THE GERMAN CHINESE COASTING COMPANY.  
The Chinese Coasting Company at Hamburg (Messrs. Menzell and Co.'s Chineseische Kuestenfahrts Gesellschaft) reports that 1903 has only been a year of reconstruction and of building new steamers. Therefore a dividend cannot be proposed. During the past year there have been delivered the following steamers:—*Adelheid Menzell*, 3700 tons dead-weight, end of August, 1903; *Elsa Menzell*, 3700, beginning of November, 1903; *Helene Menzell*, 2250, beginning of September, 1903; *Carl Menzell*, 2250, beginning of October, 1903; *Hedwig Menzell*, 2250, beginning of November, 1903; *Bruno Menzell*, 2250, end of November, 1903. All these steamers on the average have run 70 days, therefore longer enough that it may be said they will be of great use to the company, especially as each of them has given net profit on every voyage.

The total profit of these steamers amounts to m.38,906, and after paying all expenses there remains an amount of m.30,482, out of which m.4,257 is to be written off from the two steamers *Adelheid Menzell* and *Elsa Menzell*, while the remainder m.26,225 is to be carried over to new account. All six steamers at present are in good condition, so that in spite of the depression in the freight-market a normal result may be hoped for 1904.

### NAVAL NOTES.

On Saturday last at Shanghai the river gunboat *Vaterland*, which has been presented to the German Navy by the German Navy League, and is intended for service on the Upper Yangtze, was put into commission. The *Vaterland* was constructed in Germany and sent out in sections to Shanghai, where she was put together by Messrs. Farnham, Boyd & Co.

Great Britain has 445 warships, while 104 are being built. The figures are given in a return issued as a Parliamentary White Paper. Our torpedo boat destroyers number 124 and our submarines eight. Twenty-one of the latter are building. The ill-fated *A1* will probably be reinstated in the Navy," says a footnote in the return. Japan's warships of all classes number 148, Russia's 280. The Japanese have 82 torpedo boats; Russia has 167. France's whole fleet numbers 339, Germany's 213, Italy's 204, and the United States' 111.

Senator Hale, an American authority on naval questions, in criticising the estimates for building new battleships in the Senate, declared that the lessons of the war between Russia and Japan show the vulnerability and unsafety of battleships, and the undesirability at present of further construction of such vessels. If struck below the waterline their centre of gravity is disturbed, they turn over like a turtle, and everybody is drowned. Apart from occurrences in the Far East, where large Russian battleships have been disabled, "we have," said the Senator, "had three explosions on our own battleships within a year—on the *Massachusetts*, and *Missouri*—and only the breadth of a hand prevented the entire battleship *Missouri* from being entirely destroyed. If the magazine had been reached by the fire, the explosion would have killed every man on board. Just such an accident is likely to occur in any turret, at any time and during any battle." Mr. Allison explained that discretion had been given to the President to defer action for a year, because a test of battleships was going on in the Far East.



HAVE YOU TRIED  
"YEBISU"  
THE FAMOUS BEER OF JAPAN.

THIS IS A  
PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

\$15.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

HAIR GROWTH  
Promoted by Shampoos  
of Cuticura Soap

And Dressings of Cuticura the  
Great Skin Cure

Purest, Sweetest, Most Effective Remedies  
for Skin, Scalp and Hair.

This treatment at once stops falling hair, removes crusts, scales and dandruff, destroys hair parasites, soothes irritated, itching surfaces, stimulates the hair follicles, loosens the scalp skin, supplies the roots with energy and nourishment, and makes the hair grow upon a sweet, wholesome, healthy scalp when all else fails.

Millions of women now rely on Cuticura Soap assisted by Cuticura Ointment, the great skin cure, for preserving, purifying and beautifying the skin, for cleansing the scalp of crusts, scales and dandruff, and the stopping of falling hair, for softening, whitening and soothing red, rough and sore hands, for baby rashes, itches and chafings, for annoying irritations, or too free or offensive perspiration, for all curative weaknesses, and which readily suggest themselves, as well as for all the purposes of the toilet and nursery.

Cuticura remedies are the standard skin cures and humors remedies of the world. Bathe the affected parts with hot water and Cuticura Soap, to cleanse the surface of crusts and scales and soften the thickened cuticle. Dry, without hard rubbing, and apply Cuticura Ointment freely, to allay itching, irritation and inflammation, and soothe and heal, and, lastly, in the severest forms, take Cuticura Resolvent, to cool and cleanse the blood. A single set is often sufficient to cure the most torturing, disfiguring skin, scalp and blood humors, from pimples to scrofula, from infancy to age, when all else fails.

Cuticura Resolvent, liquid and in the form of Chocolate, is sold throughout the world. Prepared by Dr. Charles J. Clark, 111, Prince Street, New York City. Sole Agents, H. Price & Co., 12, Queen's Road Central, Hongkong.

DR. NEWELL WILSON. DR. WILLIAM DANIEL

## DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL  
(First Floor Watkin's Building).

Hongkong, 18th February, 1904. [38]



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

**AGENT** Wanted by a Belgian Manufacturer of Cotton Tweeds, Trousers, &c. Apply, with full particulars and references (in confidence), to "Cotton" at Dawson's 121, Cannon Street, London, E.C. [1415]

**TO LET.**

**THE** premises known as Alexandra House No. 34, QUEEN'S ROAD CENTRAL, 2ND FLOOR, suitable for Private Hotel or Offices. Also Large and Spacious Offices on the 1st Floor of same address—

YEE SANG PAT.

Hongkong, 4th June, 1904. [1416]

## HONGKONG CLUB.

## TO LET.

**A SUITE** of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary.

Hongkong, 4th June, 1904. [1417]

## THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY

## FOR A FEW NIGHTS ONLY.

**FANNY STANLEY'S**  
**COMIC OPERA & DRAMATIC**  
**COMPANY.**

25 ARTISTS. 25 ARTISTES.  
GRAND OPENING NIGHT—  
WEDNESDAY, JUNE 8th,  
The Delightful Comic Opera in 3 Acts,  
"DOROTHY."

THURSDAY, JUNE 9th,  
The Great Adelphi Nautical Drama in 5 Acts,  
"HARBOR LIGHTS."

FRIDAY, JUNE 10th,  
Comic Opera,  
"THE NAUTICAL GIRL."

SATURDAY, JUNE 11th,  
Emotional Drama in 5 Acts,  
"EAST LYNNE."

Miss FANNY STANLEY in her Grand  
Impersonation as Lady Isabella and  
Madame Vine.

MONDAY, JUNE 13th,  
Comic Opera,  
"LA MASQUETTE."

TUESDAY, JUNE 14th,  
Comic Opera, "MIKADO,"  
in its entirety.

All New Scenery and Costumes.  
Prices 3, 2 & 1 Dollars.  
Plan Now Open at ROBINSON PIANO  
COMPANY.

Doors Open 8.30. Overture 9 p.m.  
Late trains will run after each performance,  
also Launch for Kowloon. Representative, T.  
Empton.

Hongkong, 4th June, 1904. [1420]

## GOVERNMENT BILLS.

**TENDERS** FOR SPECIAL BRITISH and  
MEXICAN DOLLARS current in this  
Colony, in Exchange for Sterling Bills drawn  
at 10 days' sight on the Lords Commissioners  
of His Majesty's Treasury, London, will be  
received by the Chief Paymaster, Army Pay  
Department, until 11 a.m., on the 8th June,  
1904.

The Tenders to state the total amount  
(in Pounds Sterling) and the amount for which  
each Bill should be drawn, but no Bills will be  
issued for less than £100.

The Tenders to be in Duplicate, and in Sealed  
Covers, addressed to the CHIEF PAYMASTER,  
Army Pay Department, and endorsed "TENDERS  
FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the  
Tenders is reserved.

Copies of Forms of Tender can be had on  
application.

GEO. H. FERRIER, Colonel, A.P.D.,  
H.M. Treasury Chest Officer,  
Fletcher Street,  
Hongkong, 31st May, 1904. [1418]

**FOR SINGAPORE, PENANG AND  
CALCUTTA.**

**THE Steamship**  
"GREGORY APCAR,"  
Captain J. G. Ollivent, will be despatched for the  
above ports on WEDNESDAY, the 8th inst.,  
at 3 p.m.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LD.,  
Agents.

Hongkong, 4th June, 1904. [1371]

**THE HONGKONG WEEKLY PRESS** and  
**CHINA OVERLAND TRADE REPORT**  
is now ready and contains—

Leading Articles—  
China's Future Needs.  
A Scare at Macao.  
Japanese Occupation of Dalny.

Hongkong Jottings.  
The Weekly War News.  
Supreme Court.  
Graville Sharp Will Case.

Sanitary Surveyor's Report.  
Opening of the Fatsan-Sunshui Railway.  
Hongkong General Chamber of Commerce.  
Hongkong's Prison.

Correspondence—  
Hongkong Benevolent Society.  
A Smoke Nuisance.

Company Meetings and Reports:  
A. S. Watson & Co., Ltd.  
Panjion Mining Co., Ltd.  
Star Ferry Co., Ltd.

China Light & Power Co.  
Y.R.C. Annual Meeting.  
Hongkong Tennis Championship.  
Hongkong and Port News.

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Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to  
address sent; including postage 34 cents each,  
or \$1 for three copies Cash.

Hongkong, 3rd June, 1904.

## NEW ADVERTISEMENTS

**THE "STAR" FERRY COMPANY,  
LIMITED.**

## NOTICE.

**THE OFFICES** of the above Company have  
been MOVED to MACDONNELL  
ROAD, Kowloon (behind the Kowloon  
Godowns).

EDWARD OSBORNE,

Secretary.

Hongkong, 3rd June, 1904. [1424]

## PUBLIC AUCTION.

**PARTICULARS AND CONDITIONS** of the  
Letting by Public Auction Sale, to be  
held on MONDAY, the 6th day of JUNE,  
1904, at 3 p.m., at the Office of the Public  
Works Department, by Order of His Excellency  
the Officer Administering the Government, of  
One Lot of Crown Land at Tai O, Lantau  
Island, in the New Territory of Hongkong, for  
a term of 15 years. [1419]

## PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundaries and Area.	Upset Price Crown Rent.
Tai O No. 1		Tai O, Lantau Island, New Territory	As per plan to be seen in 600 The Public Works Department.	600

THE EAST ASIATIC COMPANY, LIMITED

**FOR SHANGHAI, KOBE AND  
YOKOHAMA.**  
The Danish Steamship

"PRINCESSE MARIE,"  
Captain Berntzen, will leave for the above  
ports on or about SATURDAY, the 6th inst.  
For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 3rd June, 1904. [1414]

## INTIMATIONS

## THE PEAK CHURCH.

**THE ANNUAL MEETING** of Worship-  
pers at the Peak Church will be held in  
ST. PAUL'S COLLEGE on TUESDAY,  
JUNE 7th, at 5.30 p.m.

Business—  
1. To Pass the Accounts.  
2. To Adopt the Report.  
3. To Elect a Committee.

F. T. JOHNSON,  
Hon. Secretary.

Hongkong, 1st June, 1904. [1401]

## WANTED.

**BOARD** and RESIDENCE by European  
Man with Private European Family, by  
month. State Terms and Location.  
Apply to—  
CARE OF DAILY PRESS OFFICE.

Hongkong, 2nd June, 1904. [1399]

## WANTED.

**PARTNER** for an Old Established Civil  
and Mining Engineer, Architect and  
Surveyor business in Manila, P.I.  
Apply—  
CARE OF DAILY PRESS OFFICE.

Hongkong, 1st June, 1904. [1374]

## WANTED.

**A VACANCY** in a Large Company is open  
to a man who can give good references  
and proper bond.  
Apply to—  
CARE OF DAILY PRESS OFFICE.

Hongkong, 1st June, 1904. [1385]

## WANTED.

**BY** an English Speaking Chinese Gentleman,  
a Situation as PRIVATE SECRETARY and  
INTERPRETER to English or American  
Tourists travelling in China or elsewhere.  
Moderate salary. Best references.  
Apply to—  
CARE OF DAILY PRESS OFFICE.

Hongkong, 18th May, 1904. [1350]

## WANTED.

**BOARD** and RESIDENCE suitable for  
Young Gentlemen on higher levels.  
Terms moderate.  
Apply—  
"T,"  
CARE OF DAILY PRESS OFFICE.

Hongkong, 31st May, 1904. [1373]

## WANTED.

**BY** a Gentleman, LESSONS in GERMAN,  
one hour a day, 7 to 8 A.M. State terms.  
Apply to—  
B.,  
CARE OF DAILY PRESS OFFICE.

Hongkong, 3rd June, 1904. [1410]

## LESSONS IN FRENCH.

**NEW** and easy method of learning French  
in a few months, mainly by conversation  
with a Frenchman. Terms very moderate.  
Also Lessons in English by an English Lady.  
B. R.,  
CARE OF OFFICE OF THIS PAPER.

Hongkong, 16th May, 1903. [1276]

## INDO-CHINA STEAM NAVIGATION COMPANY, LD.

**A PPLICATION** has been made to the  
General Managers of this Company to  
issue to RUSSO-CHINESE BANK of Hong-  
kong duplicate certificates of 200 shares in the  
above Company or other certificates in lieu  
thereof upon the Statement that the original  
certificates, viz.

No. 69 for 25 shares  
No. 379 " 50 "  
No. 380 " 50 "  
No. 550 " 25 "  
No. 873 " 50 "  
200 shares

have been lost or stolen.  
It is not known if such certificates were  
issued by the office of the Company in the  
Colony of Hongkong or by the office in  
London, and consequently the numbers of the  
shares cannot be given.

Notice is hereby given that if within 30 days  
from the date hereof no claim or representation  
in respect of such original certificates is made  
to the General Managers they will then  
proceed to deal with such application for  
duplicate.

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 1st June, 1904. [1406]

## INSURANCES

**THE WESTERN ASSURANCE COMPANY OF  
TORONTO AND LONDON.**  
INCORPORATED A.D. 1851.

## MARINE BRANCH.

**THE** undersigned having been appointed  
AGENTS for the above are prepared to  
accept risks at current rates.

ALEX. ROSS & CO.  
Hongkong 28th April, 1904 [1421]

**THE BOMBAY FIRE AND MARINE  
INSURANCE COMPANY, LIMITED.**

## FIRE BRANCH.

**THE** undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept RISKS against FIRE at  
Current Rates.

HOLLAND-CHINA TRADING CO.  
Hongkong, 26th November, 1903. [2169]

**L'UNION OF PARIS FIRE INSURANCE  
COMPANY, LIMITED.**

**THE** undersigned having been appointed  
AGENTS for the above Company are  
prepared to accept Risks against Fire at current  
rates.

SIEMSEN & CO.  
Hongkong, 1st January, 1904. [105]

**AACHEN AND MUNICH FIRE IN-  
SURANCE CO.**

OF AIX-LE-CHAPPELL.

**THE** undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.

REUTER, BRÜCKELMANN & CO.,  
Agents.

Hongkong, 21st April, 1897. [199]

**PHENIX FIRE OFFICE.**

The undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LARRAIK & CO.  
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [29]

**NORTHERN ASSURANCE CO.**

FIRE and LIFE.

ESTABLISHED 1836.

**THE** undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.

Also to accept proposals for LIFE ASSUR-  
ANCE. Prospectuses on application.

TURNER & CO.,  
Agents.

Hongkong, 33rd September, 1903. [207]

**NORTH BRITISH AND MERICAN  
TILE INSURANCE COMPANY.**

TOTAL FUNDS at 31st DECEMBER, 1902,  
£16,378,771.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0  
SUBSCRIBED CAPITAL.....2,750,000 0 0  
PAID-UP CAPITAL.....687,500 0 0  
II. FREE FUNDS.....2,867,215 11 10

The undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 19th June, 1903. [1868]

**THE TRADE MARKS ORDINANCE,  
1898.**

APPLICATION FOR REGISTRATION OF  
TRADE MARK.

**NOTICE IS HEREBY GIVEN** that The  
BRADFORD DYERS' ASSOCIA-  
TION LIMITED, of No. 39, Well Street,  
Bradford, Yorkshire, England, have, on  
the 30th day of January, 1904, applied for the  
registration in Hongkong in the Register of  
TRADE MARKS of the following TRADE  
MARK.

The representation of a bird's nest with three  
eggs lying inside it.

In the name of THE BRADFORD DYERS' ASSOCIATION LIMITED, who claim to be  
the proprietors thereof.

The TRADE MARK has been used by the  
Applicants in respect of the following goods:  
Cotton piece goods of all kinds except white  
cotton piece goods in class 31.  
Silk piece goods in class 34.  
Clothes and stuffs of wool worsted or white  
in class 34.

A Facsimile of the TRADE MARK can be  
seen at the Office of the Colonial Secretary of  
Hongkong and also at the Office of the under-  
signed.

Dated the 4th day of March, 1904.

JOHNSON, STOKES & MASTER,  
Solicitors for the Applicants,  
8, Des Voeux Road Central,  
Hongkong.

665] **A. HERBMANSON & CO.,**  
60, WILSON STREET,  
FINSBURY,  
LONDON, E.C.

(A. HERBMANSON, late 40 years' partner in  
R. D. Warburg & Co., London.)

**IMPORTERS AND EXPORTERS.**  
Desire for imports sole representation for  
England and European Continent.  
Bank Credits, if required. [1297]

## AN APPEAL.

**THE SISTERS** who direct ST. ANTONIO'S  
CONVENT at Macao will be very thankful to  
Shop-keepers, Linen-drillers, Clothiers and  
Tailors in Hongkong, Macao, and elsewhere who  
will send to them remnants of material, books  
of patterns no longer used, and any pieces of  
cloth, no matter how small, of which they can-  
not make use.

Those who send will thus, at no cost to  
themselves, afford the numerous hands in the  
convent, especially the little ones, opportunity  
for useful occupation; for pieces of cloth, even  
of a square inch, can be stitched together and  
very pretty pieces of work made out of cloth  
that would otherwise be thrown away. These  
articles are bought by charitable persons, and  
the Sisters are thus helped to keep up their  
very large establishment, which is maintained by  
the earnings of the girls themselves, who lead  
by no means an idle life within the convent  
walls.

Hongkong, 18th May, 1904. [1274]

## PUBLIC COMPANIES

**THE CHINA LIGHT & POWER  
COMPANY, LIMITED.**

**THE THIRD ORDINARY ANNUAL  
MEETING** of SHAREHOLDERS in the  
Company will be held in the COMPANY'S  
OFFICES, No. 14, Des Voeux Road, Victoria,  
on THURSDAY, 9th JUNE, 1904, at 11.30  
a.m., for the purpose of receiving Statement of  
Account, and the Report of the General  
Managers for the year ending 29th February,  
1904, and electing a Consulting Committee and  
Auditors.

The TRANSFER BOOKS of the Company  
will be CLOSED from MONDAY, 6th, to  
THURSDAY, 9th JUNE, both days inclusive.  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 30th May, 1904. [1377]

**A. S. WATSON & CO., LIMITED.**

**NOTICE IS HEREBY GIVEN** that an  
EXTRAORDINARY GENERAL  
MEETING of the Company will be held at the  
OFFICE of the COMPANY in ALEXAN-  
DRA BUILDINGS, on WEDNESDAY,  
the 15th of JUNE, 1904, at 11 a.m., when the  
subjoined resolution which was passed at an  
Extraordinary General Meeting of the Com-  
pany held on the 31st of May, 1904, will be  
submitted for confirmation as a Special Resolu-  
tion.

RESOLUTION.  
That the Capital of the Company be increased  
to Nine Hundred Thousand Dollars by the  
creation of Thirty Thousand New Shares of  
Ten Dollars each.

By Order, A. H. MANCCELL,  
Secretary.

Hongkong, 31st May, 1904. [1388]

**NOTICE TO SHIPPERS.**

**THE NIPPON YUSEN KAISHA** are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to book cargo and issue Bills of Lading to  
SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY from SEATTLE,  
as hitherto, by the steamers of the NORTHERN  
PACIFIC S.S. CO., BOSTON STEAMSHIP  
and TOWBOAT CO.'S, OCEAN S.S. CO.,  
and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the  
Company's Local Branch Office in Prince's  
Building, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904. [1259]

**AMOI ENGINEERING CO., LD., AMOI**

CALL FLAG E.

**REPAIR WORK** to Steamers and  
Launches. Castings in Brass and Iron  
Moder charges. Work solicited.

J. D. EDWARDS,  
Manager.

Amoy, 3rd December, 1903. [1450]

**NOTICE TO KOWLOON RESIDENTS**

**EXTRA COPIES** of Daily Press are on  
sale daily at Mr. H. RUTTOBEE'S  
KOWLOON STORE, No. 36, Elgin Road  
Price 15 cents per copy each.

Hongkong, 22nd December, 1902.

**NOTICES OF REMOVAL**

**A. S. WATSON & CO., LIMITED.**

**THE REGISTERED OFFICE** of the  
above Company has This Day been  
REMOVED to ALEXANDRA BUILD-  
INGS, DES VOEUX ROAD, 2ND FLOOR.

A. H. MANCCELL,  
Secretary.

Hongkong, 23rd May, 1904. [1317]

**NOTICE OF REMOVAL.**

**THE OFFICES** of the undersigned have  
This Day been REMOVED from No. 36,  
Queen's Road Central to ALEXANDRA  
BUILDINGS.

EWENS & HARSTON,  
Solicitors.

Hongkong, 30th May, 1904. [1363]

**NOTICE OF REMOVAL.**

**NOTICE IS HEREBY GIVEN** of the  
REMOVAL of the store-doing business  
under the Firm style name of CHUNG  
CHONG & CO., from Kam Wa Ma Street,  
Ho Nam, to NGA CHAU STREET, SI YOK.  
This Firm consists of four (4) partners only,  
whose names are subscribed to this notice. No  
other person or persons are authorised to trans-  
act business in the interests of this firm.

CHUNG CHONG & CO.  
LEE SUN CHAY.  
LEE HANG FONG.  
LEONG SOO MING.  
QUAN KIN GEE.

Hongkong, 31st May, 1904. [132]

**NOTICES OF FIRMS**

**NOTICE.**

**M. E. DURLACH** is Authorised to Sign  
our Firm per procuration in Heilow  
and Pakhoi from this date.

A. SCHOMBURG & CO.  
Heilow and Pakhoi, 1st June, 1904. [1382]

**NOTICE.**

**NOTICE IS HEREBY GIVEN** that  
CHING SING WOON and CHUN  
ON, COMPRODORE and ASSISTANT  
COMPRODORE respectively to the under-  
signed, will CEASE to be EMPLOYED by  
our Firm on



## INTIMATIONS

THE  
ROBINSON  
PIANO Co. LD.

INVITE INSPECTION OF SOME

SPECIALLY FINE

SAMPLES OF

UPRIGHT PIANOS

BY

RACHALS.

STUART. &amp; C.

AND

BABY  
GRANDS

BY WINKELMANN

(ESTAB. 1837)

THEY ARE ONLY 5 FEET LONG,

OCCUPYING THE SPACE OF A

COTTAGE, BUT WITH THE FINE

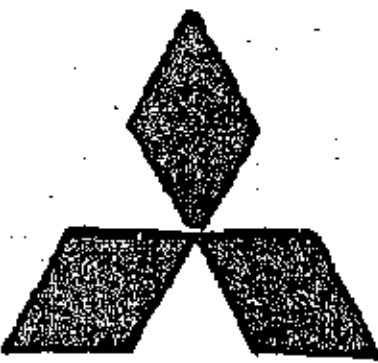
APPEARANCE AND TONE OF A

FULL GRAND.

Hongkong, 23rd May, 1904.

[1409]

**CLARKE'S B 41 PILLS** are warranted to cure in either sex all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. Sold by all Chemists and Patent Medicine Vendors throughout the World. Proprietors, THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England.



**MITSU BISHI GOSHI-KWAISHA**  
(MITSU BISHI CO.)

COAL DEPARTMENT,

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices and Hong

kong and Shanghai Agencies.

All Letters Addressed:—

MANAGER, MITSUBISHI CO., with name of

place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU

AND HANKOW.

AGENCIES:—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILLA: COMPANIA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial

Japanese Navy and Foreign Navies; the

Imperial Armies; the Imperial Railway;

Sanyo, Kiushu and the other Principal Rail

ways; Industrial Works; Home and Foreign

Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,

Shanghai, Hankow, Singapore, Manila, North

China, Korean ports and America.

SOLE PROPRIETORS of Takashima,

Ochi, Shinnew, Nanzatsu and Kami-Yamada

Collieries and also Hojo Colliery, which will be

ready to produce on a large scale the best Buzen

Coal from 1905.

Sole Agents for Kirio, Komatsu (Tagawa)

and Matsushima Coals.

The Head and Branch Offices and the Agencies

of the Company will receive any order for

Coal produced from the above Collieries.

Coal sold in 1903 by the Company amounted

to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima

Colliery have been completed and this well-

known best and most economical steam Coal in

the East is now produced in abundance and

can be supplied in any quantity.

Hon Kong, 26th April, 1904.

[1120]

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPITAL AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

COLPSE, British 4-m. barque, J. McBrayde—Standard Oil Co.

LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

ODD, Norwegian barque, Arnoldson—Shewan, Tomes & Co.

## THE PHILIPPINE SHIPPING BILL

The San Francisco Chronicle comments on the above Bill as follows:—The House of Representatives has passed the Bill making commerce between this country and the Philippines "coastwise" after July 1, 1906, so that after that date freight and passengers can be transported only in American ships, including, of course, Philippine ships, if there were such suitable for deep-sea traffic. The measure now goes to the Senate, which is not likely to deal with it until next winter. The Bill should pass, as it is one step more toward the complete incorporation of the Philippines into our fiscal system, without which the control of the islands will be a positive nuisance. No republic is fit to manage distant colonies or dependencies under different forms of government, and least of all the Republic of the United States of America, whose domestic interests are so extensive and diverse as to absorb the entire political energy of the people. Nevertheless, when the Bill becomes a law it will cause an increase of from \$3 to \$5 per ton on all freight between the mainland and the islands, with a corresponding increase in passenger rates, because American ships cannot be so cheaply as foreign ships. If the Philippines are good sailors, American shipowners may run with Filipino crews on a rice diet and so keep down expenses. To escape the high freight rates, merchandise will be shipped to Hongkong, unloaded and reshipped whenever the additional cost is less than the additional freight, and passengers can always take that course. As commerce between the Philippines and this country will be made by this Bill more costly than between the island and foreign countries, we are likely, under that law, to have even less trade with the Philippines than now. When this becomes apparent there will be a tremendous pressure from the shipping interests to remedy the trouble by legislation which will direct trade this way and enable it to bear the increased expense of transportation in American ships. Should the Act go into force at once, the Spanish ships would get the trade, as they are operated cheaply and until 1908 have, by treaty, all the rights of American ships in Philippine commerce. As all this is perfectly understood in Washington, it may be presumed that the enactment of this Shipping Bill is in contemplation of another Act admitting Philippine products to our markets without payment of duty.

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 3rd June, 1904: Demand continued brisk during the early part of the week under review, but later a lull has set in, and with few exceptions our market closes mostly with sellers at current quotations. China Sugars and Indos have again proved the chief attraction, but whilst the former have still further advanced, the latter have fallen away somewhat from the highest point realised.

BANKS.—Hongkong and Shanghai have ruled steady, a few shares being obtainable at quoted rate, viz. \$667½. London has advanced to \$46. Nationals have again been booked at \$38 and continue in request at that figure.

MARINE INSURANCES.—Unions have weakened, and a few shares are now obtainable at \$54½. China Traders have sold and are in further request at \$80. North Chinas have been booked locally at \$18. Yangtzes are unchanged at \$130. Cantons, after sales at \$220, have receded to \$217½ sellers.

FIRE INSURANCE.—Hongkong Fires are still in request at \$310. Chinas are wanted at \$85½, no shares being obtainable under \$86.

SHIPPING.—Hongkong, Canton and Macao are in some request at the reduced rate of \$90, after sales at \$31½ and \$31. Indo-Chinas, after advancing rapidly from \$119 to \$123½ with sales at intermediate rates, have fallen away, and a few shares are now said to be obtainable at \$119 cash. A fair forward business has also been transacted at rather less than equivalent cash rates up to \$123 for December delivery. China and Manilas have sold at \$23 to \$25½, but close easier with sellers at \$20. Douglases have been booked and can still be procured at \$30. Star Forries continue in request at \$32 (old) and 23 (new) ex the dividend and bonus of 22 per cent. for the year ending 30th April 1904, paid on the 2nd instant. Shell Transports have sold at 25½ and further lots could probably be placed at this rate.

REFINERIES.—China Sugars have continued to advance, and a considerable business has been transacted at rapidly rising rates up to \$165 cash, at which it is probable that further buyers could be found. Luzons continue neglected at \$9 sellers.

MINING.—Panjoms are still on offer at 40 cents. Rauba after sales at \$7½ are on offer to a small extent at \$7.

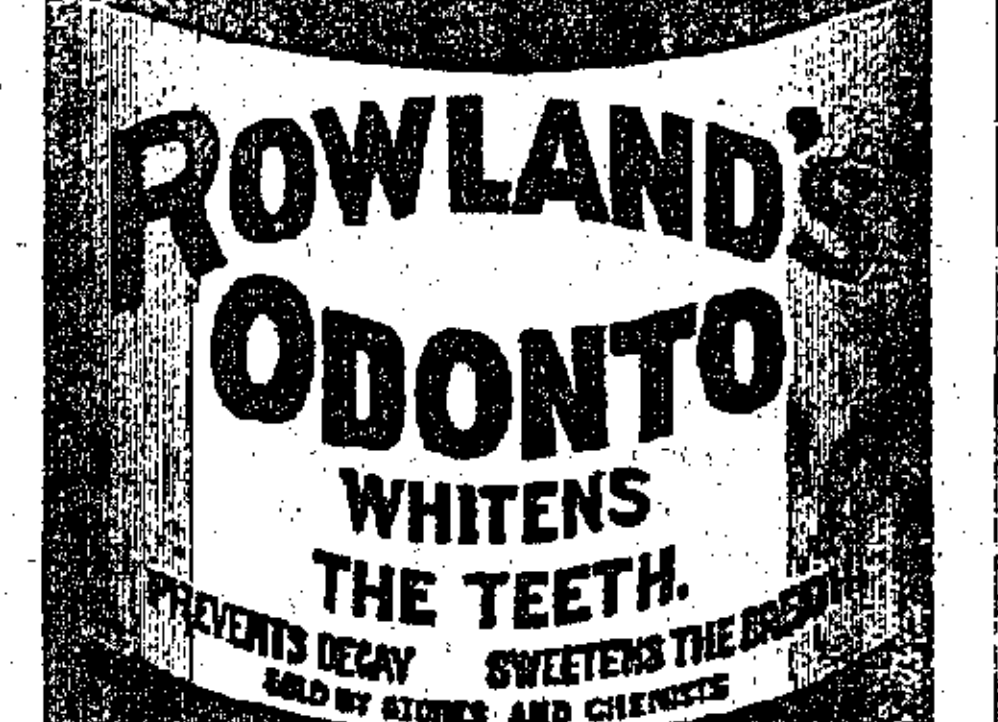
DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have sold at \$215 and close steady with probable buyers at the rate. Kowloon Wharves have weakened and are on offer at \$110. New Amoy Docks are neglected at \$30. Farmanhas have advanced to \$15 with buyers both locally and in the north.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have been booked at \$158 and are now procurable at \$157½. Kowloon Lands have sold and are in further request at \$36. West Point has improved to \$35 buyers. Hongkong Hotels are steady with probable buyers at \$197 after a small sale at \$198. Hampshire's Estates (old) have sold at \$12½, and (new) at \$4 and \$4½, the latter closing in further request. Shanghai Lands are unchanged at \$109.

COTTON MILLS.—Quotations from the North are as follows:—Ewos \$15. 30 sellers. Soy Chees \$15. 160 sellers. Internationals and Luon Kung Mows quiet at \$15. 25 and \$15. 32 respectively. Locally there is no change, and Hongkongs are still in the market at \$14½.

MISCELLANEOUS.—Green Island Cements have continued to advance, and are now enquired for at \$25½. A. F. Watsons after sales at \$13½, ex the final dividend of 50 cents per share for 1903, are said to be obtainable at \$13½. Tseuhave advanced to \$220 buyers. China Providents have sold at \$9 and are procurable at \$9½. China Light and Powers have improved to \$84 buyers.

MEXOS.—China Light and Power Co., Ltd., ordinary yearly meeting on the 9th June, transfer books close on the 6th instant. A. S. Watson & Co., Ltd., extraordinary general meeting on the 15th June.



[1333-3]

## INTIMATIONS

TO REPEL MOSQUITOES,  
always use at Bedtime  
**CALVERT'S**  
20 per cent.  
**CARBOLIC SOAP**  
A popular Soap in hot climates, as it is most refreshing for the toilet, in addition to the beneficial properties afforded by the high percentage of Calvert's Pure Carbolic.

F. C. CALVERT &amp; Co., Manchester, Eng.

## HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING  
THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [1163]

## WEI CHEETOO &amp; CO.

IMPORTERS, EXPORTERS  
AND  
GENERAL COMMISSION AGENTS.  
SPECIALITY: HUMAN HAIR.  
No. 12, Pottinger Street, Hongkong.

CHEE CHEONG, Dealer in Human Hair.  
SHUN LUONG, Preserved Ginger Factory.  
CHOW LEUNG YEE, Fl. & Cracker Factory.  
Hongkong, 1st June, 1904. [1387]

## TONG CHONG &amp; CO.

No. 83, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and

possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [1337]

## CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot, and Dampness.

LUTGENS, EINSTAMANN &amp; CO.

Sole Agents for China.

Hongkong, 1st July, 1902. 280

## INTIMATIONS

## THEATRE ROYAL.

TO-NIGHT

And on MONDAY NEXT, 6TH JUNE.

Under the patronage of H.E. the Officer

Administering the Government,

and the Elite of Hongkong.

FREEAR in his

FAMOUS

FRIVOLITIES.

ALSO IN

"THE AMERICAN MINSTRELS,"

AND THE

SCREAMING FARCES—

"THE FELLOW THAT LOOKS LIKE

ME"

"DIGNITY AND IMPUDENCE,"

AND

"MATRIMONIAL BLISS."

CHARACTER SKETCHES:—

THE FOREIGNER THE ACTIVE BOY

THE IRISHMAN HARD LUCK

COON SONG &amp; DANCE I'M SO SHY

THE OLD MAID

THE EVENING PARTY

MADAM OYSTREE PARTY

FREEAR will make you laugh here as his

Sister Miss LOUIE FREEAR has made you

laugh in London. He has crowded the Theatre

before and hopes to do so again, for people will

go a long way in any country to obtain a good

wholesome evening's laugh. It is a rare

commodity, not to be missed; it is the best of

all Tonics. Book your seat at ROBINSON'S,

where Freear's Credentials are on view with

the Sultan's Gold Medal of "Fine Arts," pre-

sented to Freear by the Sultan in Yildiz Palace,

Constantinople.

Late Car to the Peak after performance.

Last Kowloon Ferry at 12.

Enormous Success in Shanghai, Peking,

Tientsin and Yokohama.

Hongkong, 4th June, 1904. [1341]

## MAIL TABLES

FOR

1904.

Mounted on Card ... 30 cents

Paper ... 20 cents

On Sale at the Daily Press Office.

Hongkong, 5th March, 1904.

## RUINART PERE &amp; FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER &amp; CO.,

Sole Agents.

Hongkong, 18th May, 1903. [1264]

## "THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest.

Profusely Illustrated, descriptive of the

people, Customs, &amp;c., of the Far East.

The kindly Press criticisms, both Continental

and American, that the production of this

Magazine has evoked is eloquent testimony of

the sterling merit of the publication.

Price ... \$1.50.

On Sale at "NORTH CHINA HERALD

OFFICE, Shanghai.

MESSRS. KELLY &amp; WALSH

Hongkong;

and all leading Booksellers in the Far East.

Hongkong, 14th February, 1903.

## CHAMPAGNE

## VEUVE CLICQUOT PONSARDIN

RHEIMS.

MAISON FONDÉE EN 1783.

WERLE &amp; CIE, SUCORS.

APPLY TO—

CHINA EXPORT, IMPORT, &amp; BANK COMPAGNIE,

2, CONNAUGHT ROAD.

SOLE AGENTS.

1844

## JAPAN

## COALS.

MITSUI BUSSAN KAISHA  
MITSUI & CO.

HEAD OFFICE.—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH.—24, LIND STREET, E.C.  
HONGKONG BRANCH.—FRANCIS BUILDINGS, 108, HOUSE STREET

## OTHER BRANCHES.

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchinotani, Sasebo, Maidzuru Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Kanada, Frijinotana, Mamoda, Mannoura, Onoura Otsuji,  
Sasabara, Teabakuro, Yoshinotani, Yoshio, Yuzokibara, and other Coals.  
S. MINAMI, Manager, Hongkong.

## JOHN ROBERTS &amp; COMPANY, LTD.

BILLIARD TABLE MAKERS.

BOMBAY.

Undertake to Supply a First-class full sized Billiard Table, design No. 1, to following Specifica-  
tion, viz: on Eight Massive turned Legs, raised panels to Knees, Carved Brackets, Scored  
Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our  
new low set Express Cushions, patent invisible Pocket Plates, best Whipcord Pockets, Six Chalk  
Cups, Superfine West of England Cloth, and patent adjusting toes with lever for levelling  
complete with the following accessories:—

- |   |   |
|---|---|
| 12 Selected Ash Cues                    | 1 Wall Cue Rack.                              |
| 1 Butt Rest with Patent Brass Head.     | 1 Wall Butt Rack.                             |
| 1 Billiard Rest with Patent Brass Head. | 1 Set Billiard Rules, Framed.                 |
| 1 Long Butt.                            | 1 Best Billiard Brush.                        |
| 1 Mid Butt.                             | 1 Set "Crystalate" or "Bonzoine" Bill. Balls. |
| 1 Billiard Marking Board.               | 1 Box Best Cue Tips, Assorted.                |
| 1 Dust Cover for Table.                 | 1 Cue Tip Fastener with File.                 |
| Straightedge and 4 Circles.             | 1 Bottle Cue Cement.                          |
| 1 Best Spirit Level.                    | 1 Box Silk Spots.                             |
| 1 Smoothing Iron with Shoe.             | 2 Dozen Best White Chalk.                     |

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400

nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can

be had on application from the Offices of this paper.

Hongkong, 1st April, 1904. [927-1]

## THE AMERICAN SYSTEM

OF

## DENTISTRY

DR. M. H. CHAUN.

37, DES VEXUS ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [64]

## SIENTING.

SURGEON DENTIST.

No. 10, L'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

EDWARDS'  
"HARLENE"FOR  
THE  
HAIR

## THE GREAT HAIR PRODUCER AND RESTORER.

The Finest Dressing. Specially Prepared and Delicately Perfumed. A Luxury  
and a Necessity to every Modern Toilet.

"HARLENE" produces Luxuriant Hair. Prevents  
it Falling Off and Turning Grey. Unequalled for  
Promoting the Growth of the Beard and Moustache.  
The World-Renowned Remedy for Baldness. For  
Preserving, Strengthening, and Rendering the Hair  
Beautifully Soft; for Removing Scurf, Dandruff, &c.;  
also for Restoring Grey Hair to its Original Colour.

## ROYAL TESTIMONY.

"Monsieur Philosopho is commanded by  
HER MAJESTY THE QUEEN  
OF GREECE  
to forward cheque for the six bottles of  
'Harlene' duly received."

H.I.H. THE GRAND DUCHESS OF  
MECKLENBURG-SCHWERIN  
Requests large bottle 'Harlene' for the  
Hair sent at once."

Mrs. LANGTRY, the Charming Actress Manager, writes:—

"Previous to my using 'HARLENE,' my hair had become brittle, and was falling  
out. I have used your preparation daily for 18 months, and my hair is quite  
restored. I cannot recommend 'Harlene' too highly."

H.R.H. PRINCESS MARIE OF GREECE  
writes: "Messrs. Edwards' Preparation,  
'Harlene' for the Hair, has given entire  
satisfaction. H.R.H. wishes six more  
bottles of 'Harlene' sent as soon as  
possible."

H.I.H. THE GRAND DUCHESS  
GEORGE OF RUSSIA  
writes: "Please send at once six bottles of  
'Harlene,' the same as formerly sent H.I.H.  
when still Princess Marie of Greece."



## SHIPPING.

## ARRIVALS.

2, OLDENBURG, German str., 3167, R. Troitzsch, Yokohama 24th May, General. MELCHERS & Co.  
2, SIMLA, British steamer, 3895, F. R. Summers, Shanghai 31st May, General. P. & O. S. N. Co.  
2, Tuckwo, British str., 2355, Welsh, Glasgow 24th April and Singapore 21st, General. JARDINE, MATHESON & Co.  
3, ATHOLL, British str., 3081, W. Watt, Calcutta 24th April. CHINA COM. MERCHANTS S. S. Co.  
3, CAPRI, Italian str., 2717, G. Belsito, Bombay 17th May, and Singapore 28th, General. CARLOWITZ & Co.  
3, KWANGLEE, Chinese steamer, 1540, Lincol, Shanghai 1st June, General. CHINESE.  
3, MONMOUTHSHIRE, British str., 3297, H. N. Vyvyan, Japan via Shanghai 31st May, 6 p.m., Ballast. SHEWAN, TOMES & Co.  
3, PRINSESS MARIE, Danish str., 3518, P. A. Boratzen, Singapore 28th May, General. MELCHERS & Co.  
3, WHAMPOA, British str., from Canton.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
3rd June.  
3, British str., for Amoy.  
3, British str., for Amoy.  
3, British str., for Swatow.

## DEPARTURES.

3rd June.  
ALLAHAD, British str., for Shanghai.  
ORIENT KINCH, British str., for Nagasaki.  
HONGKONG, British str., for Amoy.  
JORDAN, British str., for Shanghai.  
LINTHUR, British str., for Shanghai.  
ELLEN RICKMAN, Ger. str., for Yokohama.  
KAWANO, British str., for Cebu.  
COGNAC, British str., for Manila.  
AS ISIA, French str., for Singapore.  
AMING, British str., for Manila.  
TUCKWO, British str., for Shanghai.

## VESSELS IN DOCK.

2nd June.  
AUSTRIAN DOCKS.—  
K. "LION DOCK"—U.S.S. Wisconsin, Hongkong, U.S.S. Colfax, Sun Lee, U.S.S. Bainbridge, U.S.S. Olancho, Gregory, Apur.  
COSMOPOLITAN DOCK.—  
2nd June.

## VESSELS PASSED ANKER.

May 18, Dutch str., Mervit, Odessa, May 18, from Batavia for Rotterdam.  
May 18, Dutch str., Tostatus, Conradi, May 8, from Batavia for Amsterdam.  
May 21, British str., Islander, Wright, May 9, from Christmas Island for Singapore.  
May 21, British str., Recorder, May 19, from Singapore for Cocos Island.  
May 21, British str., Duke of Portland, Macfarlane, May 21, from Batavia for London.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship.

"THALES".  
Captain Robson, will be despatched for the above ports TO-MORROW, the 4th inst., at DAYLIGHT.

For Freight or Passage, apply to  
DOUGLAS LAIRDALE & CO.,  
General Managers.  
Hongkong, 2nd June, 1904. [1408]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship.

"SIMLA".  
Captain F. R. Summers, carrying His Majesty's Mail, will be despatched from this office for Bombay, etc., on SATURDAY, the 4th JUNE, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 23rd May, 1904. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship.

"VINDOBONA".  
Captain Cobol, will be despatched as above on WEDNESDAY, the 23rd June, r.m.

For information as to Passage and Freight, apply to  
SANDELL, WILBER & CO.,  
Agents.  
Princes Building.  
Hongkong, 28th May, 1904. [3]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"SATSUMA" ..... 6th June.  
"RICHMOND CASTLE" ..... 24th June.  
"ST. FILLANS" ..... 30th June.  
"LOWTHER CASTLE" ..... 31st July.

For Freight and further information, apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, 30th May, 1904. [187]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	Te-day, at Noon.
LONDON & ANTWERP	DEGALON	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
LONDON & ANTWERP	AGAMEMNON	Brit. str.		BUTTERFIELD & SWIRE	21st inst.
LONDON & ANTWERP	YANGTSE	Brit. str.		BUTTERFIELD & SWIRE	5th July.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWIRE	19th July.
LONDON & ANTWERP	MOYNE	Brit. str.		BUTTERFIELD & SWIRE	2nd Aug.
MARSEILLES, LONDON & ANTWERP	BENHOER	Brit. str.	Webster	GIBB, LIVINGSTON & CO.	About 11th inst.
MARSEILLES, LONDON & ANTWERP	AUSTRIAN	Fre. str.	Verron	MELCHERS & CO.	14th inst., at 1 p.m.
BREMEN, VIA PORTS OF CALL	OLDENBURG	Ger. str.	R. Troitzsch	MELCHERS & CO.	To-day, at Noon.
HAYRE, BREMEN & HAMBURG	SEGOWIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th inst.
HAMBURG DIRECT	BATAVIA	Ger. str.	Dempwolf	HAMBURG-AMERIKA LINIE	25th inst.
HAYRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	6th July.
HAYRE & HAMBURG	C. FERD LAEISZ	Ger. str.	Sachs	HAMBURG-AMERIKA LINIE	10th Aug.
HAYRE & HAMBURG	BALENTIA	Ger. str.	Rooden	HAMBURG-AMERIKA LINIE	22nd inst., P.M.
TRIESTE, &c. VIA SINGAPORE &c.	VINDOBONA	Aut. str.	Cobol	SAYEN, WILBER & CO.	15th inst.
GENOA, MARSEILLES & LIVERPOOL	TEKNOVA	Brit. str.		BUTTERFIELD & SWIRE	25th July.
GENOA, MARSEILLES & LIVERPOOL	KERNUN	Brit. str.		BUTTERFIELD & SWIRE	25th July.
NEW YORK, VIA PORTS & SUEZ CANAL	SATSUMA	Brit. str.		DODWELL & CO., LTD.	About 6th inst.
NEW YORK, VIA SUEZ CANAL	SENKA	Brit. str.		STANDARD OIL CO.	About 15th inst.
DURBAN	COURTFIELD	Brit. str.	Martin	GIBB, LIVINGSTON & CO.	About 18th inst.
COVADOER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.		CANADIAN PACIFIC R. CO.	22nd inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.		CANADIAN PACIFIC R. CO.	20th July.
VICTORIA (B.C.) & SEATTLE VIA N. SAKI, &c.	STENTOR	Brit. str.		BUTTERFIELD & SWIRE	10th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TRENTON	Brit. str.	T. W. Garlick	DODWELL & CO., LIMITED	25th inst.
PORTLAND, OREGON	ARAGONIA	Brit. str.	Schuldt	PORTLAND & ASIATIC CO.	14th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.		BUTTERFIELD & SWIRE	7th inst.
YOKOHAMA, &c.	ELLIS	Brit. str.		GIBB, LIVINGSTON & CO.	To-morrow, D'light.
KOBE (DIRECT)	SARDINIA	Aut. str.	C. C. Talbot	SAYEN, WILBER & CO.	About 10th inst.
KOBE (DIRECT)	MACQUARIE	Brit. str.	St. John George	GIBB, LIVINGSTON & CO.	About 6th inst.
SHANGHAI	CHUNGKI	Brit. str.		BUTTERFIELD & SWIRE	16th inst.
SHANGHAI	WHAMPOA	Brit. str.		BUTTERFIELD & SWIRE	To-day.
SHANGHAI	WUCHANG	Brit. str.		BUTTERFIELD & SWIRE	6th inst.
SHANGHAI, KOBE & YOKOHAMA	P. MARIE	Dan. str.	Boratzon	MELCHERS & CO.	About 6th inst.
FOCHOW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	8th inst., 10 A.M.
TAMUI, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldson	OSAKA SHOSHEN KAISHA	To-morrow, 8 A.M.
TAMUI, VIA SWATOW & AMOY	M. STURVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	12th inst., 10 A.M.
ANFING, VIA SWATOW & AMOY	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
SWATOW, AMOY & FOCHOW	THALES	Brit. str.	Robson	DOUGLAS LAIRDALE & CO.	To-morrow, D'light.
SWATOW, CHEFOO & TIENSIN	CHANGSHA	Brit. str.		BUTTERFIELD & SWIRE	6th inst.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	To-day, at 10 A.M.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	11th inst., 10 A.M.
MANILA	TRENTON	Brit. str.	T. W. Garlick	DODWELL & CO., LTD.	About 13th inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TILITJAP	Dut. str.	Keops	JAVA-CHINA-JAPAN LINES	7th inst., P.M.
SINGAPORE, PENANG & CALCUTTA	G. APCAR	Brit. str.	J. G. Olifant	DAVID SASSOON & CO., LTD.	8th inst., at 3 p.m.
BOMBAY, VIA SINGAPORE & PENANG	CAPRI	Ital. str.	Belsito	CARLOWITZ & CO.	10th inst., Noon.

## EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"EASTERN".  
Captain Ellis, will be despatched for the above ports TO-MORROW, the 5th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 2nd June, 1904. [1266]

"SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.  
THE Steamship  
"COURTFIELD".  
Captain Martin, will be despatched as above on or about the 18th June.

Cargo to be loaded 10th to 15th June.  
For Freight, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 31st May, 1904. [1378]

HONGKONG-CANTON LINE.

THE British steamship  
"YING KING".  
Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is excellent.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m. and returning from Canton every following evening at 5 p.m.

1st Class ..... \$3.00 for Single journey  
2nd ..... 1.50  
Meals ..... 1.00 each.  
The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.  
No. 216, Wing Lok Street.  
Hongkong, 27th February, 1904. [75]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.  
HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer  
"PAUL BEAU".  
Captain Franguel, leaves Hongkong for Canton at 9 p.m., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUN".  
Captain Martin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.  
First Class European ..... \$8.00  
Second Class European ..... \$3.00  
First Class Chinese ..... \$1.50  
Second Class Chinese ..... .80  
Deck ..... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to  
J. LANDOLT, Agent.  
The Pharmacy, Queen's Road Central.  
Hongkong, 23rd March, 1904. [420]

FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG".  
551 Tons, Captain A. Murphy, will leave for Canton at 8.30 p.m., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.  
No. 147, Coleridge Road Central.  
Hongkong, 15th March, 1904. [27]

## OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 6th June, at 8 A.M.
FOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 8th June, at 10 A.M.
TAMUI, VIA SWATOW AND AMOY	"M. STURVE"	SUNDAY, 12th June, at 10 A.M.
ANFING, VIA SWATOW AND AMOY	"TRITON"	WEDNESDAY, 15th June, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.  
Hongkong, 30th May, 1904. T. ARIMA, Manager [15]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c.	"SIMLA" ..... F. R. Summers	Noon, 4th June	See Special Advertisement.
YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE	"SARDINIA" ..... C. C. Talbot, R.N.R.	About 10th June	Freight and Passage.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 30th May, 1904. [1]

HAMBURG-AMERIKA LINIE

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GLOUCESTER, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
SEGOWIA	HAYRE, BREMEN and HAMBURG	On 14th June. Freight.
Capt. Förck	(Calling at Singapore, Penang and Colombo)	
BATAVIA	HAMBURG DIRECT	On 29th June. Freight.
Capt. Dempwolf	(Calling at Singapore, Penang and Colombo)	
NURNBERG	HAYRE and HAMBURG	On 6th July. Freight.
Capt. Jaburg	(Calling at Singapore and Penang)	
C. FERD LAEISZ	HAYRE and HAMBURG	On 26th July. Freight.
Capt. Sachs	(Calling at Singapore, Penang and Colombo)	
BALENTIA	HAYRE and HAMBURG	On 10th Aug. Freight.
Capt. Rooden	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 4th June, 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 11th June, 10 A.M.
PERLA	1980	A. H. Nodley		

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 30th May, 1904. [16]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.

OLDENBURG ..... SATURDAY ..... 4th June.

SACHSEN ..... WEDNESDAY ..... 8th June.

ZIETEN ..... WEDNESDAY ..... 22nd June.

SEYDLITZ ..... WEDNESDAY ..... 6th July.

ROON ..... WEDNESDAY ..... 20th July.

PREUSSEN ..... WEDNESDAY ..... 3rd August.

PRINZ REGENT LUITPOLD ..... WEDNESDAY ..... 17th August.

PRINZ HEINRICH ..... WEDNESDAY ..... 31st August.

GNEISENAU ..... WEDNESDAY ..... 14th September.

BAYLEN ..... WEDNESDAY ..... 28th September.

SACHSEN ..... WEDNESDAY ..... 12th October.

ZIETEN ..... WEDNESDAY ..... 26th October.

PRINZESS ALICE ..... WEDNESDAY ..... 9th November.

PRINZ REGENT LUITPOLD ..... WEDNESDAY ..... 23rd November.

PREUSSEN ..... WEDNESDAY ..... 7th December.

PRINZ EITEL FRIEDRICH ..... WEDNESDAY ..... 21st December.

PRINZ HEINRICH ..... WEDNESDAY ..... 4th January 1905.

ON SATURDAY, the 4th day of JUNE, 1904, at Noon, the Steamship "OLDENBURG", Captain R. Troitzsch, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on THURSDAY, the 2nd June. Cargo and Specie will be received on Board until 5 p.m., on FRIDAY, the 3rd June, and Parcels will be received at the Agency's Office until NOON on FRIDAY, the 3rd June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 26th May, 1904. MELCHERS & CO., AGENTS. [5]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

"ARAGONIA" ..... Tons, 3198. Captain, Schult. To sail on, June 14th, 1904.

"NUMANTIA" ..... Tons, 3370. Captain, Wagner. To sail on, July 14th, 1904.















